(f) *Buoyancy of superstructure.* For paragraph (a) of this section, the buoyancy of any superstructure directly above the side damage must be considered in the most unfavorable condition.

TABLE 174.205(b).—EXTENT OF DAMAGE

Collision Penetration	
Longitudinal extent (vessels with LBP not greater than 143 feet).	.1L or 6 feet, whichever is greater in length.
Longitudinal extent (vessels with LBP greater than 143 feet).	10 feet + .03L.
Transverse extent*	30 inches.
Vertical extent	From baseline upward without limit.

*The transverse penetration applies inboard from the side of the vessel, at right angles to the centerline, at the level of the deepest loadline.

TABLE 174.205(d).—PERMEABILITY OF SPACES

Spaces and tanks	Permeability
Storerooms	60 percent.
Accommodations	95 percent.
Machinery	85 percent.
Voids and passageways	95 percent.
Dry-bulk tanks	0(*) or 95 percent.
Consumable-liquid tanks	0(*) or 95 percent.
Other liquid tanks	0(*) 0(**) or 95 percent.

*Whichever results in the more disabling condition.
**If tanks are partly filled, the permeability must be determined from the actual density and amount of liquid carried.

[CGD 82–004 and CGD 86–074, 60 FR 57671, Nov. 16, 1995; 61 FR 1035, Jan. 11, 1996]

§ 174.210 Watertight doors in watertight bulkheads.

(a) This section applies to each OSV with watertight doors in bulkheads made watertight in compliance with this chapter.

(b) Except as provided by paragraph (c) of this section, each watertight door must comply with subpart H of part 170 of this chapter.

(c) A Class-1 door may be installed at any place if—

(1) The door has a quick-acting closing-device operative from both sides of the door;

(2) The door is designed to withstand a head of water equivalent to the depth from the sill of the door to the bulkhead deck or 10 feet, whichever is greater; and

(3) The OSV's pilothouse contains a visual indicator showing whether the door is open or closed.

(d) Each watertight door must be marked in compliance with §131.893 of this chapter.

(e) If a Class-1 door is installed, the OSV's stability letter will require the master to ensure that the door is always closed except when being used for access.

§ 174.215 Drainage of weather deck.

The weather deck must have open rails to allow rapid clearing of water, or must have freeing ports in compliance with §42.15–70 of this chapter.

§ 174.220 Hatches and coamings.

(a) Each hatch exposed to the weather must be watertight, except that the following hatches may be only weathertight:

(1) Each hatch on a watertight trunk that extends at least 17½ inches above the weather deck.

(2) Each hatch in a cabin top.

(b) Each hatch cover must—

(1) Have securing-devices; and

(2) Be attached to the hatch frame or coaming by hinges, captive chains, or other devices to prevent its loss.

(c) Each hatch that provides access to quarters or to accommodation spaces for crew members or offshore workers must be capable of being opened and closed from either side.

(d) Except as provided by paragraph (e) of this section, a weathertight door with a permanent watertight coaming at least 15 inches high must be installed for each opening in a deckhouse or companionway that—

(1) Gives access into the hull; and

(2) Is in an exposed place.

(e) If an opening in a deckhouse or companionway has a Class 1 watertight door installed, the height of the watertight coaming need only accommodate the door.

§ 174.225 Hull penetrations and shell connections.

Each overboard discharge and shell connection except an engine exhaust must comply with §§56.50–95 and 128.230 of this chapter.